

A. S. WATSON & CO.
LIMITED.

WINE MERCHANTS

PUBLISHED A.D. 1901

| CLARETS | Per Bottle | Per Dozen |
|--------------------|------------|-----------|
| ST. ESTEPIE | 8.00 | 9.00 |
| ST. JULEN | 10.00 | 11.00 |
| LA ROSE | 13.50 | 14.50 |
| CHATEAU HAUT | | |
| BROWN BARRIVET | 20.00 | 22.00 |
| CHATEAU MOUTON | | |
| CHATEAU LAPOSTOLLE | 24.00 | 26.00 |
| CHATEAU FORTET | | |
| CANET | 28.00 | |
| CHATEAU LA TOUR | | |
| CARNET | 33.00 | |
| CHATEAU RAUZAN | 48.00 | |
| CHATEAU LAFITE | 54.00 | |

CLARETS are specially selected and bottled from the LEADING FRENCH GROVERIES; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN AND CHATEAU LAFITE are recommended to the notice of Connoisseurs of high-class after-dinner wines.

We guarantee our Wines and Spirits to be genuine, and when bought direct from us in this Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

TELEPHONE NO. 256.
CABLE ADDRESS: "A. S. WATSON," HONGKONG.
A. S. W. CODE, 4TH EDITION.

ESTABLISHED 1859

祥利廣
17A, QUEEN'S ROAD.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. (228d)

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. I. Code.
Liebers Standard Code.

TELEPHONE, 233.
Hongkong, 20th March, 1903. (1315)

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 10, Loeb House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
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MARRIAGE.
At the Roman Catholic Cathedral, Saigon, Cochinchina, on May 23rd, FREDERICK BUTLER, MADDEN to MARGARET THERESA (DAUGHTER) McCabe, eldest daughter of P. McCabe, Esq., of Wootton Bassett, Wiltshire, Berkshire, England.

HONGKONG, FRIDAY, JUNE 26, 1903.
THE NEW VICEROY AND CANTON OFFICIALDOM.

Yesterday we published the news received from a correspondent at Canton that the new Viceroy of the Two Kwangs, who took over his seals of office on the 17th inst., is inaugurating a reign of terror for the officials whose venality had exposed them to the punishments of dismissal from office and degradation. This is a result of the official investigation which H.E. Tsen Chun Hsuen is conducting in the province whose government he has just recently assumed with such a firm hand. To-day corroboration of the news reaches us from our own correspondent. The corroborative report is published in another column. His peculiar position, writes our correspondent, makes him a terror to all wrong doers. He is not only Viceroy of the Two Kwangs. He is practically Commander-in-chief of the Army of South China, and martial law is really in force. The Viceroy has authority to degrade and punish with death any official without referring the matter to Peking. He is invested with this unusual power by Imperial edict. According to our senior Shanghai contemporary it was reported in local mandarin circles that when H.E. Tsen Chun Hsuen arrived at Woosung en route South, he found waiting for him an Imperial edict empowering him to do anything he saw fit to suppress the discontent in Kwangsi province; and also to secretly investigate the conduct of Governor Wang Chih-chun for reports to the Throne. The Viceroy's investigations are carrying him into quarters which will gradually disclose the corruption and impotence of past administration within the Viceroyalty of Kwangtung and Kwangsi. If no other good is attained by the present searching inquiry no cause for regret will be found in the probable denunciation awaiting the infamous perpetrator and organizing spirit in the Gage Street affair, which culminated in the tragic death of the schoolmaster, Yeung Ku Wan. Li Kai Cheok is, from the latest report which we have been able to gather, under the ban of suspicion by the new administration. He is a mandarin in Canton and has earned for himself a notoriety with the Government and inhabitants in Hongkong for the leading part he played in the nefarious plot that encompassed the life of a Hongkong citizen. The statements of the Acting Attorney General, the prosecuting Counsel, in the trial of Lau Chiu shows the sort of man Li is. He was at one time held in such high favour as to have secured him the position by virtue of which he succeeded in accomplishing his vile purpose with an impunity engendered by his sense of security in his high office in Canton. When in 1901 the Acting Viceroy of Canton and the Governor of Kwangtung publicly offered a reward of \$20,000 for the life of the reformer, Yeung Ku Wan, together with an official rank and other attractions, Li, in command of the guard or native police, took the matter up and became practically the organiser of the murder, and Lau Chiu was made one of his tools. It was also stated that Yeung Ching Kai, captain of one of the Chinese gunboats, and an inferior officer of Li Kai Cheok, acted as intermediary between him and the gang of murderers in Hongkong. His barracks in Canton were utilized for the rendezvous of the ringleaders of the plot—the captain of the gunboat, Shan Lam Tsai, and the two "braves" Tong Cheung and Tsui Fuk. Here also they met for discussion and boasted about the murder when it had been accomplished, and talked about the reward. No surprise need be felt if punishment in one form or another awaits such a character at the hands of his superior official who takes up the reins of government with a determination to weed the service of every undesirable that has held office during an administration, with pusillanimity and corruption as its predominant features. Besides the notorious Li, the names of three other officials are prominently associated with prospective punishment, either in the

nature of fines or degradation. One of these is said to be a Taoist holding rank of the Third degree, another a captain and the third an expectant prefect. Little wonder then that H.E. Tsen is making "things lively" for a good many officials.

THE anniversary of the birthday of King Edward the VII is being celebrated at home to-day.

THE tug steamer *Typhoon*, built and engineered in Hongkong in 1892, is to be sold by auction at Bangkok.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.

THE *China Times* is informed that a British limited company with a capital of \$1,000,000 is about to be formed at Shanghai to introduce foreign methods of fishing in the China coast.

THE Kwai and six other Chinese banks at Peking have been declared bankrupt in consequence of the financial panic in Tientsin and the burning down of the Finance Department.

DURING the storms yesterday a portion of the roof of the Metropole Hotel fell in and smashed the furniture of the room beneath. Landslips are reported as having occurred at Bowen Road and Kowloon City.

H.M.S. *Alacrity*, which is now lying at Messrs. Farnham, Boyd and Co.'s Old Dock Buoy, Shanghai, is being refitted with new dynamo. It is expected that this work will be completed about the 1st of July, when she will proceed forthwith to Weihaiwei.

It will be seen on reference to our advertisement columns that the Acting Commandant of the Volunteer Artillery, Major A. Chapman, announces a grand promenade concert on the parade ground on the 17th prox. We trust the public will show their appreciation of such a move and that the concert will be the forerunner of many others of a similar nature.

WHILE going home from the Shaw-chun market, a native was attacked by a gang of armed robbers. His wife went to his assistance, and while she was seeking help the robbers entered her house and stole a quantity of jewelry. One of the thieves was subsequently arrested and this morning was committed for trial at the next Criminal Sessions.

Don't forget the chess for they will not go LeMunyon.—*Advt.*

THE Chinese accountant of the Tailors' Guild was arrested by L. S. Wildin and charged with the embezzlement of \$108 1/2. This morning he was taken before Mr. F. A. Hazeland. Mr. O. D. Thompson appeared on behalf of the prosecution, and Mr. F. X. d'Almada a Castro for the defence. Bail of \$200 was granted on the application of Mr. d'Almada, and the case was adjourned till next Friday.

It is reported from Rome that the Italian Government is sending to South Africa a special Commissioner to inquire into the labour and general conditions obtaining there, chiefly from the point of view of Italian emigration. This step is being taken in consequence of the large and increasing number of applications made by the Italian peasantry and others for information respecting South Africa as a country suitable for Italian habits and methods of work.

THE British barque *Dunlop*, commanded by Capt. Ferguson, arrived at Shanghai on 19th inst. from S. Australia. She left Fremantle on the 26th of March and when about a week out was caught in a storm and was dismasted, losing her three topmasts. Capt. Ferguson instead of putting back for repairs pluckily kept on his way, rigging a jury main topmast, making good time for the rest of the voyage, and beating a Russian barque that left before him and who was fully rigged all the voyage. She will have new topmasts sent up at Shanghai and other repairs that might be needed.

A sad fatality occurred on the German mail steamer *Roon* at Shanghai on 19th inst. while that vessel was getting ready to start, on her homeward voyage. A young sailor named Bynsch while working at taking in cargo slipped and fell over the side. He struck a cargo boat in his fall and rebounded into the water, which was pretty rough at the time with a heavy current running as well. The unfortunate fellow must have been killed or badly stunned as he never rose again and although a lifeboat was out searching for him in fifteen minutes, no trace of him beyond his cap was found again.

It is under food in Government quarters that a high official of the Siamese Government is going to England shortly for the purpose of discussing various proposals for improving commercial relations between Siam and India, Burma, and the Federated Malay States. There has been some discussion of these proposals already between the Siamese Government and Sir Frank Swettenham, the Governor of the Federated States, and reports, it is stated, have been made by his Excellency on the subject to the Imperial Government.

Four floors freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Voeux Road, P.O. Box 358.—*Advt.*

It is expected that the gunboat *Suez*, which recently stranded near Muroan, in the Hokkaido, will be re-floated shortly.

We shall have a Souvenir Day, soon but you will have to pay us a personal visit as no chits will go. LeMunyon.—*Advt.*

THE *Gaiety Maru*, sunk near Vladivostok, is to be raised at an estimated cost of ¥30,000. The *Atsuku Maru* has left Moji with men and gear, and another steamer will follow with pumping apparatus.

THE military authorities have decided to form and maintain a reserve of 66 telescopes and 1,496 pairs of binoculars, sufficient to complete all British and native units, in the first two divisions of the field army on the scales laid down for the several arms in the home service.

YESTERDAY Inspector Smith and a party of police raided 14, Cochinchine Street and succeeded in arresting 39 men playing at palko. Twenty of them were cooks of European residents. This morning Mr. F. A. Hazeland fined the keeper of the house \$150, and each of the other \$5.

By kind permission of Major Radcliff and Officers of the Band of the 31st Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30.

PROGRAMME.
March: 1. Les Soldats du Present. 2. Marie Coste. 3. The Yodeling. 4. The Yodeling. 5. The Yodeling. 6. The Yodeling. 7. The Yodeling. 8. The Yodeling. 9. The Yodeling. 10. The Yodeling. 11. The Yodeling. 12. The Yodeling. 13. The Yodeling. 14. The Yodeling. 15. The Yodeling. 16. The Yodeling. 17. The Yodeling. 18. The Yodeling. 19. The Yodeling. 20. The Yodeling. 21. The Yodeling. 22. The Yodeling. 23. The Yodeling. 24. The Yodeling. 25. The Yodeling. 26. The Yodeling. 27. The Yodeling. 28. The Yodeling. 29. The Yodeling. 30. The Yodeling. 31. The Yodeling. 32. The Yodeling. 33. The Yodeling. 34. The Yodeling. 35. The Yodeling. 36. The Yodeling. 37. The Yodeling. 38. The Yodeling. 39. The Yodeling. 40. The Yodeling. 41. The Yodeling. 42. The Yodeling. 43. The Yodeling. 44. The Yodeling. 45. The Yodeling. 46. The Yodeling. 47. The Yodeling. 48. The Yodeling. 49. The Yodeling. 50. The Yodeling. 51. The Yodeling. 52. The Yodeling. 53. The Yodeling. 54. The Yodeling. 55. 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TELEGRAMS.

(Reuter's.)

The Somaliland Expedition.

LONDON, 24th June.

A number of educated men are with the Mullah, including some interpreters formerly employed by the British Navy; the enemy is well acquainted with our methods and has a regular intelligence system connected with Jubaland and other ports. The Mullah's force includes 1,500 riflemen and a mob of spear-men. The British force will be about 6,000 of all arms. Experts maintain that owing to the transport problem, a mere pouring of troops into the country will only increase the difficulties, and advocate the later South African tactics of small light columns.

LATER.

General Manning telegraphs that he arrived at Baidoa on the 26th (sic) (21st) leaving left an adequate garrison at Danwa.

Sovria.

King Peter met with an enthusiastic reception on his arrival at Belgrade and attended Mass at the Cathedral. The Russian and Austrian Ministers were at the station; the atmosphere was grave and nervous throughout the ceremonies. The Premier presented the leaders of the Government to the King including the chief conspirator Mr. Mon, who was received in silence.

(N. C. D. News)

The Proposed Transfer of the Treaty Revision Negotiations to Peking.

Peking, 19th June.

The Board of Foreign Affairs (Waiwupu) has sent an official communication to the Diplomatic Body, stating that the reason for transferring the Treaty Revision negotiations to Peking was to avoid the trouble and delay of constant telegraphing between Peking and the commission, and to conclude the negotiations as quickly as possible; and the Board hoped that the Diplomatic Body would agree to the transfer.

LATER.

Mr. Uchida, the Japanese Minister, has officially communicated to the Chinese Government his opposition to the transfer of the negotiations to Peking.

The Manchurian Question.

PEKING, 19th June.

Mr. Uchida called at the Waiwupu yesterday, and demanded the opening of Moukden and Tatsienkang as treaty ports, but the demand was rejected at once, the reason given being the objection of the Russian Government.

KORE, 19th June.

General Kuropakin is extending his stay, and went to Shima today. The agreement that has been reported and discredited was possibly a fiction.

Prince Ching's Attitude.

Peking, 19th June.

Prince Ching seems to be disposed to avoid seeing the Foreign Ministers. Yesterday he refused to see Mr. Uchida, on some pretence notwithstanding that an appointment had been made; and to-day he also refused to see Mr. Townley, the British Charge d'Affaires.

LATER.

It is generally understood in the Diplomatic Body that Prince Ching, while unable to receive the British and Japanese Ministers, has accorded several interviews to the Russian Minister, and is gradually being converted to acquiescence in the designs of Russia.

The Peking-Kalgan Railway.

Peking, 20th June.

Although it has been stated that the railway from Peking to Changchiao (Kalgan) is to be built by a Chinese syndicate with Chinese capital, it is now understood that this syndicate is only a Russian puppet.

A Savage Raid in Formosa.

Tokio, 20th June.

One hundred and fifty Formosan savages attacked a camphor refinery at Gilan, and killed eleven Japanese, including policemen.

ACCIDENT IN THE HARBOUR.

While the N.Y.K. s.s. *Kawachi Maru* was entering the harbour from Shanghai and the North soon after six o'clock this morning the strong current took her against the *Hongkong* breaking that steamer's anchor chain and the anchor to fall into the water, and smashing her own starboard gangway.

INDIA'S PLAGUE POLICY.

It is greatly to be feared that a thirteenth problem has been added to the twelve administrative difficulties which, according to Lord Curzon, confront the Government of India. The plague has become endemic, and its history clearly shows that each succeeding winter it rages with increasing virulence. Had the people of the country not been so debased and ignorant, had they not been so ready to be misled by evil counsellors, there is every reason to believe that the disease would have been stamped out in its inception. But the simplest measures of segregation and isolation were followed by panic and riot. Blood was shed, plague hospitals were burnt down, and the whole country was in a tumult. In these circumstances the Government began to abandon one by one the preventive measures suggested by medical science. At the present moment, except in the very largest towns and seaports, practically no steps are being taken to stamp out the pest.—*Englishman*.

ASK for ASAHI JAPANESE BEER—G. Gillett.

THE STRANDING OF THE S.S. "PEMBROKESHIRE."

THE FINDING.

(Continued.)

Campbell P. C. Stapleton deposed that he was third officer of the steamer *Pembroke*, and which ship he had served for 4½ months. His watch was from 8 to 12 and he was on watch at the time of stranding on the 12th of May. He went on the bridge at 8 o'clock and remained there till the time of the accident. Nothing unusual was noticed during his watch except that the weather was a bit hazy. He had examined the chart at 8 o'clock and the quartermaster was at the wheel. Throughout the watch the captain was on the bridge except for a few minutes about the time of the occurrence. Witness had received instructions to keep a good lookout for the North Saddle Light. No vessels were seen except a few fishing junks. The captain had expected to see the light during the watch. Witness was the first to see land, about 10 minutes before the ship struck, when they were about three quarters of a mile off. He called the captain at once. The land at first appeared to the witness to be a shadow or an island often seen at sea. He had kept a close eye on the steersman and every few minutes examined the compass and the steering. In answer to the Court witness said that he had altered the course himself, at the captain's order and had read the log at 9.18 o'clock. The lookout man at the time was a Chinaman, and immediately on striking witness put the telegraph full speed astern as ordered by the captain. At 8 o'clock he was told that the light would be seen about 4 points on the starboard bow. The patent log had always run true and as it had been in use for some time there was no reason to suspect it. He had read it himself when the course was altered. During the watch the wind had gone down and he had no reason to believe that the speed of the ship was diminished.

Captain Little asked if witness recollected his placing the parallel rule on the chart and making the course which he said he did and Captain Little forthwith found that he was then steering as far as eleven miles off the light instead of seven as had been in the regulations. Witness continuing said that he did not remember the captain telling him to keep a look out for Boreen Island on the port bow. There was no reason for sounding. At 8 o'clock the weather was pretty clear but later on became hazy. At the time of striking he thought that it would be possible to see a steamer's light at a distance of about 4 miles. The North Saddle light was not seen till after stranding, and then only dimly. This was about 11.15 o'clock. There were no clouds and no moon.

Ernest James Little, master of the *Pembroke*, gave further evidence and said that he had expected to pass Saddle Island at about 9.15 o'clock. The ship struck at three minutes past eleven and at the time he calculated he was between Saddle and Boreen Islands. Immediately on striking he saw a light which he recognised. At 9.18 p.m. the third officer was told to alter the course to S 52 E, which he did and was afterwards checked by witness. The lookout man and quartermaster joined at Hongkong about a month or five weeks previously. The light in question was pointed out to him about a minute after the accident by one of the officers. This was the first time that he had had an accident of any kind. He had been master of the ship for 6 months. In the locality the night lights were stronger than the day, which was not the general rule. He had several times navigated a ship in similar tides and was acquainted with the China Sea Directory which he had always used. An allowance of 2½ knots was made right through and he thought he was further north. The chapter in the Directory relating to the current between the islands had been read by him and he knew the current was strong. At the mouth of the Yangtze he expected it to get less. The ship was going full speed all along that is 10½ knots. Witness had always been careful to send an officer to examine the log. The one in use was Walley's, a particularly good one; it had however never been tried in a sea where there was no current. He had every confidence in the log. The courses had been set by him all through the voyage. The lead had not been used at the time of the occurrence and the only ship's regulations regarding it was that William Thompson's should be used. Referring to the crew witness said that, with the exception of the chief officer, they had all joined on that voyage. The third officer was a reliable man but being young he had not had much experience. At the time of striking they were about a cable and a half's length away from the light. The compasses were particularly good. When the third officer pointed out the land right ahead he ordered full speed astern. At first he thought it to be a boat. This was the first time that witness had left Shanghai home-bound. He came in by Steep Island. He had been to sea since 1875. The difficulty of navigation outside had often been the subject of conversation between himself and other masters ashore, and Captain Swayne, an authority upon the subject and a most experienced man, declared to him that it was extremely difficult for navigation. When witness saw the *Valletta*, she was bearding to the northward. Replying to Captain Gibbs, witness said that if a gun had been fired at 15 minutes' intervals at the Saddle Islands the accident would probably have been avoided. He did not take any observation as to which way the tide was setting when he was ashore; at 11 o'clock the current was northerly and westerly. Although the telegraph indicated full speed astern, he thought the engineer had had no time to reverse the engines. There was a visibility of seven or eight miles during the earlier part of the watch and he had felt uneasy at not seeing the light.

ASK for ASAHI JAPANESE BEER—G. Gillett.

The evidence was then concluded with a remark that witness would like to put on record the services rendered to the ship by the chief officer and chief engineer. This was, however, not considered as evidence, says the Shanghai *Mercury*, from which the above report is taken, and the Court adjourned for an hour.

FINDING.

The Court having regard to the circumstances above stated finds as follows:—That the master, Ernest James Little, was in error in making insufficient allowance for wind and for the tidal streams as shown on Admiralty Chart No. 1972 and that not having seen the North Saddle Light and being on his own reckoning at 9.18 p.m. 7 miles from the North Saddle Island, he was not justified in altering his course to S 52 E (Mag.) at that hour. That the master Ernest James Little appears to have navigated his vessel in a seamanlike and proper manner, and when a casualty was inevitable to have done everything in his power to avert it, and that he is deserving of all credit for the persevering manner in which he succeeded in bringing the vessel off and safely into dock.

That the Log Book has been well kept and that the vessel appears to have been properly supplied with charts.

The Court considers that the information regarding the abnormal set of the current at the mouth of the Yangtze River is not sufficiently promulgated for the guidance of the master of foreign trade steamers, and the Court suggests that the advice in this regard published in the China Sea Directory, Vol. III, 412 and 413, should be given more prominence.

The Court is of opinion that in view of the fact that the North Saddle Island Light is frequently obscured, by fog banks hanging over the island when the surrounding locality is clear, that a continuous fog signal of some description should be sounded from the Light-house when enveloped in fog.

As the Court does not consider the casualty is in any way due to the negligence of the master, and as he was not in possession of the special information as to the abnormal set of the current on the night in question, they do not consider it necessary to deal with his certificate.

That in accordance with the powers contained in section 483 of 57 and 58 Vic., c. 60, the Court orders that the sum of £4, 75, 0d, being the costs of the proceedings before the said Court be paid by Ernest James Little, master of the s.s. *Pembroke*, and he is hereby ordered to pay the said amount accordingly.

Daed at Shanghai, this 19th day of June, 1903. (Signed) B. G. Tours, British Vice-Consul, President of the Naval Court. H. Percy Douglas, Lieut., P.M., H.M.S. *Rumblers*. James Gibbs, Master, s.s. *Tientsin*.

GODOWN ACCOMMODATION AT SWATOW.

The members of the Swatow guild have long shared with the Dutch the reputation of giving too little and asking too much. They are now at it with one of our leading steamship companies over the question of godown accommodation for imports. The idea of the native merchant is unlimited accommodation for an indefinite time with protection against all loss and damage. Brought up upon that, they gave their unwilling consent to a reasonable modification of the "Old Custom," which divided goods into classes, and refused to the perishable class free storage or compensation for loss or damage after the expiry of a month. The other classes were accommodated for longer periods. Now the merchant wishing to go back upon this arrangement are playing off one company against the other but can only in order not to precipitate a coming. A threatened boycott, to begin with the day of the Dragon Festival, has not come off.—*N. C. D. News*.

THE SHANGHAI MURDER.

The *Universal Gazette* published a recent dispatch from the Taoist of Shanghai to the Portuguese Consul-General re the murder of a native carpenter by Souza, a Portuguese subject the gist of the communication being that he (the Taoist) has been informed by the City Magistrate that the Consul-General intended to send the offender to Macao to be tried by the Court there, etc. Now he (the Taoist) is of opinion that since the offence was committed in Shanghai, it should be tried in the Consular Court of that Port, so that the witnesses could give evidence at the trial and he (the Taoist) finds that article 48 of the Treaty between China and Portugal expressly states that offences committed by Portuguese subjects upon Chinese should be tried and punished by the Consul of Portugal according to the law of that country, and he (the Taoist) again finds that the Consul-General has full jurisdiction over cases of murder and other offences, consequently the Consul-General's act is a direct breach of treaty, therefore he (the Taoist) asks the Consul to have the case tried in Shanghai and to have the offender punished as he deserves according to the law of Portugal.

FRANCE AND SWATOW.

According to the Swatow correspondent of the *N. C. D. News*, the French are making persistent attempts to secure an official foothold in Swatow. For some time past, the leading priest in the district, who resides at Chao-choufou, has filled the post of Consular agent and has dealt principally, but by no means exclusively, in church cases. Some time ago the French authorities failed to secure a house in town for (rumour said) a post office. Quite recently they have been unsuccessful in an attempt to induce a Chinese gentleman and British subject to part with his house for use as a Consulate.

ASK for ASAHI JAPANESE BEER—G. Gillett.

THE PACIFIC MAIL CO.

AND ITS RIVALS.

The big liner *Siberia* of the Pacific Mail Steamship Company on her next trip will carry freight at a cheaper rate than ever before, says the *San Francisco Chronicle*. This does not mean that the Pacific Mail Company contemplates a reduction all long the line as a permanent thing, but points to the fact that it intends to institute a rate war in the carrying of freight to Oriental ports. The appearance of a new competing transoceanic line is the cause of this most recent move by the Pacific Mail people. It is evidently their purpose to begin discouraging the competing line before it gets fairly started. The agent of the Pacific Mail Company announced unofficially that rates would be so cut that a ton of freight could be shipped to the Orient for \$4. By carrying freight at this rate it is hoped that the new rival company, the China Commercial Steamship Company, will be unable to compete.

About the first of this year the new company was organized. It is distinctively a Chinese affair, the stock all being owned by wealthy Mongolians. The promoters of the company stated that the primary object of instituting this new line was to build up trade between China, Mexico and the South American republics.

INTENDS TO ENTER LOCAL FIELD.

From later indications, however, it is apparent that the new company intends to enter the local field to a certain extent, hence the alarm of the Pacific Mail and its hasty cutting of rates. The China Commercial Steamship Company's boats are not equipped to compete in the business of carrying passengers, as provisions are made principally for the accommodation of steerage passengers, although arrangements have been made for the accommodation of a few cabin passengers. Mexico is to be colonized by Chinese, and most of these will go over as steerage passengers and be dropped off at the ports of Manzanillo and Veracruz on the coast of Mexico. But it has been planned to make San Francisco a terminal port, and on all return trips to the port of departure. The steamers are planning to carry as much freight as they can get. The ports of call in the new line include Hongkong, Shanghai, Meiji, Kobe, Yokohama, Manzanillo, Mazatlan and San Francisco, in the order named. On the coming over not so much attention will be paid to the carrying of freight to this port, as the steamers will carry large numbers of Chinese steerage passengers for Mexico, and freight for the South American ports. But on the return trip no such conditions will exist. Every effort will be made to get as much freight as possible in order to have the ships not go back in ballast. That the local shippers to Oriental ports will benefit by this competition has already been demonstrated by this first move of the Pacific Mail Steamship Company. Whether a greater cut will be made depends entirely on the vicar with which the new company canvasses the field.

WILL HAVE THREE STEAMERS.

It seems that it is well equipped to do so. The officials are all men of wide experience, and known ability. Mr. J. S. Van Buren, the general manager, has been a general agent for the Pacific Mail, the Toyo Kisen Kaisha and the Occidental and Oriental Steamship companies. He has looked over the field thoroughly, both in this country and in Mexico, and is confident that the new company can hold its own. Mr. J. V. C. Comfort has been appointed resident general agent in his city. He is one of the best-known steamship men on this Coast, having acted in the capacity of purser in both the Toyo Kisen Kaisha and Occidental and Oriental lines. The company is financed entirely by Chinese. The president is Eng Hok Fong and the vice-president Luen Kam Ming. Both these gentlemen have thoroughly canvassed the territory their company intends to invade, and have seen sufficient promise to invest large sums of money.

This is not the first time that the Pacific Mail has had to institute in an endeavour to kill competition. Two years ago a vigorous war was instituted when the North American Navigation Company, the Pacific Steam Navigation Company and the Compania Sud Americana Vapores tried to get some of the business in the carrying of freight and passengers between San Francisco, Panama and the intermediate ports. At that time rates were cut from \$12.50 to \$4, and the Pacific Mail Company was finally victorious.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

| | |
|------------------------|-----------|
| Closing quotations:— | |
| Banks | \$685 1/2 |
| Nationals | 27 1/2 |
| Unions | 505 1/2 |
| China Traders | 61 1/2 |
| North Chinas | Tls. 220 |
| Yankees | \$130 |
| Cantons | 185 1/2 |
| Hongkong | 330 |
| China Fires | 85 1/2 |
| H.K. & M. St. B. | 38 1/2 |
| Indo Chinas | 106 1/2 |
| China Manilas | 25 1/2 |
| Do., (new issue) | 20 1/2 |
| Douglas | 40 1/2 |
| Star Ferries | 27 1/2 |
| Do., (new issue) | 16 1/2 |
| Shell Transports | \$140 1/2 |
| China Sugars | \$104 1/2 |
| Lurons | 10 |
| Punjoms | 280 1/2 |
| Raubs | 9 1/2 |
| Docks | 213 1/2 |
| Kowloon Wharfs | 90 1/2 |
| Hongkong Lands | 160 1/2 |
| Kowloon Lands | 38 1/2 |

ASK for ASAHI JAPANESE BEER—G. Gillett.

| | |
|-------------------------|---------|
| West Points | 52 |
| Hongkong Hotels | 154 1/2 |
| Humphreys Estates | 124 1/2 |
| Cements | 24 1/2 |
| A. S. Watsons | 14 1/2 |
| Electrics (Old) | 13 1/2 |
| Do. (New) | 7 1/2 |
| Steam Water Boats | 14 1/2 |

TO-DAY'S EXCHANGE.

| | |
|--|------------|
| ON LONDON, Telegraphic Transfer | 1/8 |
| " Bank Bills, on demand | 1/8 1/16 |
| " Credits, 4 months' sight | 1/8 1/2 |
| " D'ments 4 months' sight | 1/8 1/2 |
| ON BERLIN, (demand) | M. 170 1/2 |
| ON PARIS, Bank Bills, on demand | 2 1/2 |
| " Credits, 4 months' sight | 2 1/2 1/2 |
| ON NEW YORK, Bank Bills, on demand | 40 1/2 |
| " Credits, 30 days' sight | 41 1/2 |
| ON BOMBAY, Telegraphic Transfer | 124 1/2 |
| " On demand | 125 1/2 |
| ON SHANGHAI, Telegraphic Transfer | 71 1/2 |
| " Private 30 days' sight | nom. |
| ON YOKOHAMA, T.T. | 81 1/2 |
| Sovereigns, Bank's Buying Rate | \$11 96 |
| Gold Leaf 100 touch, per tael | \$61.90 |
| Bar Silver | \$24 1/2 |

OPIUM QUOTATIONS.

| | |
|--------------------------------------|---------------|
| To-day's quotations are as follows:— | |
| MAUW NEW | @ 1,000 |
| " LAST YEAR | @ 1,030/1,060 |
| " OLDEST | @ 1,080/1,120 |
| PATNA NEW | @ 1,050 |
| " OLD | @ 1,050 |
| RENAISSANCE NEW | @ 1,050 |
| " OLD | @ 1,050 |
| PERSIAN (PAPER) | @ 760 |

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that LAM SIN SHANG, of MACAU, in the Empire of China, Merchant, Trading under the Names of TO CHAN and FUNG MI, has on the 27th day of April, 1903, applied for the Registration of the following THREE TRADE MARKS:—Number 1.—The distinctive device of an animal usually known as an unicorn having a curly back, a forked tail, two curved horns and one foreleg raised. Number 2.—The distinctive device of a pomegranate fruit supported on a stalk having the words Trade Mark printed on the upper portion of its outer edge and having the lower portion of its outer edge fringed with pomegranate fruit and leaves, and the applicant disclaims the use of the added English words. Number 3.—The distinctive device of a medallion with fancy drawings extending on either side having above the characters Chong Cheung Wo in English and in Chinese 長和 (the translation of which in English is the same words Chong Cheung Wo) and below the characters See Low Chong in English and in Chinese 石欄庄 (the translation of which in English is the same words See Low Chong) and the applicant disclaims the use of the added Chinese and English words; in the name of Lam Sin Shang, of Macau, Merchant, who claims to be the Sole Proprietor thereof.

The Trade Mark numbered 1 has been used by the applicant in respect of substances used as fuel or as ingredients in food in class 41, and the Trade Marks numbered 2 and 3 have been used by the applicant in respect of Tea in class 32.

A facsimile of the above Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 25th day of June, 1903.

WILKINSON & GRIST,

Solicitors for the Applicant.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI

THE Company's Steamship

"HAIOONG,"

Captain Evans, will be despatched for the above Ports, TO-MORROW, the 27th instant, at 3 P.M.

For Freight or Passage apply to DOUGLAS, LAIRRAK & Co., General Managers.

Hongkong, 26th June, 1903. 1738c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWAILOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on SUNDAY, the 28th instant, at 6 A.M.

For Freight or Passage, apply to DOUGLAS, LAIRRAK & Co., General Managers.

Hongkong, 26th June, 1903. 1739c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SINGAPORE AND CALCUTTA.

THE Company's Steamship

"ARARA,"

Captain J. M. Williamson, will be despatched as above on MONDAY, the 29th instant, at 4 P.M.

To be followed by the Steamship "VERONA"

Captain H. N. Spiesen, on or about SATURDAY, the 27th July.

For Freight, &c. apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 26th June, 1903. 1761c

FOR SINGAPORE AND CALCUTTA.

THE Company's Steamship

"ARAGONIA,"

Captain Forst, will be despatched for the above Ports on MONDAY, the 29th instant, at 4 P.M.

For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 26th June, 1903. 1762c

ASK for ASAHI JAPANESE BEER—G. Gillett.

To-day's Advertisements.

GRAND PROMENADE CONCERT

will be held on the VOLUNTEER PARADE GROUND, on SATURDAY, the 11th July, 1903. Full Details will be announced later. A. CHAPMAN, Major, Acting Commandant. Hongkong, 26th June, 1903. 1757c

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW, the 27th instant, commencing at 3 P.M. RANGES.—200, 500, and 600 yards. Seven Shots and a Sighter at each Range. Weather permitting. MOWBRAY S. NORTHCOTE, Hon. Secretary. Hongkong, 26th June, 1903. 1745c

ZETLAND LODGE.

No. 125, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, on WEDNESDAY, the 1st July, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 26th June, 1903. 1756c

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR YOKOHAMA AND KOBE.

The Company's Steamship

"VERONA,"

Captain H. N. Spiesen, will be despatched for the above Ports on TUESDAY, the 30th instant, at 4 P.M.

For Freight apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 24th June 1903. 1760c

ASK for ASAHI JAPANESE BEER—G. Gillett.

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ASK for ASAHI JAPANESE BEER—G. Gillett.

High Class

Gentlemen's

Outfitters.

EVERYTHING

UP TO DATE.

28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

High Class

Gentlemen's

Outfitters.

FAMED FOR

SHIRTS.

28, Queen's Road.

NEW SUMMER GOODS.

NEW BRAZILIAN STRAW HATS, FOLDING SHAPE.

SPLENDID VARIETY OF UNTRIMMED FANCY STRAWS IN ALL THE
NEWEST STYLES.

REAL PANAMAS.

FINE SELECTION OF PRETTY FLOWERS.

LARGE STOCK OF BOOTS AND SHOES.

CHILDREN'S

SUN HATS, SILK AND MUSLIN CAPS AND BONNETS.

THE VERY NEWEST STYLES IN WASHING DRESSES AND SILK
FROCKS FOR SUMMER WEAR.